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DaimlerChrysler AG

Abstract

In a hybrid drive having an electric motor which can be switched between the motor mode and the generator mode, the electric motor is switched between its operating modes as a function of the differential efficiency of the internal combustion engine when the internal combustion engine is operating, in which case the generator power can then be controlled in proportion to the differential efficiency, and the motor power can be controlled in inverse proportion to the differential efficiency.

(Figure 3)